DOCUMENTS EXPEDITING PROJECT

[No. 19]

REPORT OF THE MARITIME ADMINISTRATOR OF THE DEPARTMENT OF COMMERCE TO THE CONGRESS ON THE ACTIVITIES AND TRANSACTIONS OF THE ADMINISTRATOR UNDER THE MERCHANT SHIP SALES ACT OF 1946, AS AMENDED, JANUARY 1, 1952, THROUGH MARCH 31, 1952

THE SECRETARY OF COMMERCE,
Washington 25, May 20, 1952.

Hon. SAM RAYBURN,
Speaker of the House of Representatives.

DEAR MR. SPEAKER: I have the honor to present herewith the quarterly report of the Maritime Administration of this Department on the activities and transactions of the Administration under the Merchant Ship Sales Act of 1946, from January 1, 1952, through March 31, 1952, in accordance with section 13 of that act.

Sincerely yours,

CHARLES SAWYER,
Secretary of Commerce.

REPORT OF THE MARITIME ADMINISTRATION OF THE DEPARTMENT OF COMMERCE TO THE CONGRESS ON THE ACTIVITIES AND TRANSACTIONS OF THE ADMINISTRATION UNDER THE MERCHANT SHIP SALES ACT OF 1946, AS AMENDED, JANUARY 1, 1952, THROUGH MARCH 31, 1952

RÉSUMÉ

Sales authority under the Merchant Ship Sales Act of 1946 expired on January 15, 1951. At that time a total of 1,956 war-built vessels had been sold; 843 to United States flag operators and 1,113 to foreign-flag operators. Provisions of the act relating to the maintenance of the national defense reserve fleet and the chartering of Government-owned vessels authorized in the public interest are still in effect.

Under this authority, there were 131 vessels under charter as at March 31, 1952, a decrease of 67 from the number under charter at the end of the previous quarter. An additional 19 vessels were chartered under other authorities of law. Vessels in the reserve fleets totaled 1,449, a decrease of 16 from the number in reserve at the beginning of the quarter. The majority of vessels withdrawn from reserve were placed under general agency operation for use in military and foreign aid programs.

VESSEL CHARTERS

At the close of the quarter ending March 31, 1952, there were 150 vessels under bare-boat charter under all authorities of law, a decrease of 67 from the total under charter, or allocated for charter, on December 31, 1951. Of this total, 131 were war-built vessels chartered under

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the provisions of the Merchant Ship Sales Act of 1946, as amended; 5 under the Merchant Marine Act of 1936 (3 prewar passenger vessels); the postwar-built cargo vessel *Schuyler Otis Bland*, and 1 Great Lakes ore carrier); 6 under Public Law 101 of the Seventy-seventh Congress (5 Great Lakes vessels and 1 ferry); and 8 under the Philippine Rehabilitation Act (Public Law 370, 79th Cong.). See appendix A for further details.

Vessel charter totals at the close of the quarter by services in which employed, as compared with corresponding totals at the close of the preceding quarter, are as follows:

	Mar. 31, 1952	Dec. 31, 1951
Ship Sales Act of 1946:		
Offshore trade (bulk service)	None	None
Offshore trades (liner service, including passenger vessels)	42	41
Offshore trade (Alaskan service)	13	13
Offshore trades (MSTS)	60	127
Coastwise and intercoastal trades	16	17
	131	198
Other authorities of law:		
Offshore trades (liner service, including prewar-built passenger vessels)	4	4
Great Lakes service (prewar-built)	6	6
Ferry service (prewar-built)	1	1
Philippine interisland service (Philippine Rehabilitation Act)	8	8
	19	19
Total	150	217

RESERVE FLEETS

During the quarter ended March 31, 1952, the need for vessels by the National Shipping Authority declined and fewer ships were withdrawn from the reserve fleets for use in the various shipping programs than during either of the two previous quarters. There were 1,449 ships moored in the 8 reserve fleets at the close of the quarter, 16 less than the 1,465 ships in reserve at the close of the previous quarter.

The program for basic preservation of ships in the reserve fleet was 95 percent complete, compared to 96 percent at the end of the previous quarter. The decline in completion was caused by the addition to the workload of work quotas for 38 ships returned to lay-up from operation. The workload of recurring preservation for the fiscal year had been reduced by 22 percent at the end of the period.

The installation of cathodic protection for bottoms of ships was further deferred pending clarification of the need for ships during the current emergency.

The following tabulation shows the number of vessels by fleet location as of December 31, 1951, and March 31, 1952, and the number of vessel movements, excluding intrafleet shifts, that occurred during the quarter.

Fleet	Dec. 31, 1951	In	Out	Mar. 31, 1952
Hudson River, N. Y.	40	9	2	47
James River, Va.	300	6	17	289
Wilmington, N. C.	265	5	8	262
Mobile, Ala.	238	5	4	239
Beaumont, Tex.	129	2	4	127
Suisun Bay, Calif.	286	6	10	282
Astoria, Oreg.	156	2	3	155
Olympia, Wash.	51	3	6	48
Total	1,465	38	54	1,449

The availability for reactivation of vessels remaining in the reserve fleets is shown in appendix B.

MORTGAGE SALES TO NONCITIZENS

The status of sales to foreign countries is shown in appendix C. During the quarter an additional $6,129,287.65 in principal and $1,212,115.44 in interest was collected. The total of outstanding mortgage obligations on March 31, 1952, was $148,596,111.81.

During the quarter it was informally brought to the attention of three foreign governments that their nations were not current in their mortgage obligations to the United States. The governments in question are guarantors to the Maritime Administration of the debts of their nationals. In two cases the accounts were brought to a current status. In the other case a delinquincy of $49.38 exists.

ADJUSTMENT FOR PRIOR SALES TO CITIZENS

Of the net total of 191 vessels for which applications have been filed for adjustment for prior sales to citizens under section 9 of the Merchant Ship Sales Act of 1946, adjustments had been approved for 179 vessels and agreements had been executed for 160 by March 31, 1952. Agreements covering 13 vessels were executed during the quarter. The remaining 12 vessels for which adjustments had not been approved were being processed.

APPENDIX A.—*Tabulation of vessels operated by charterers and/or agents of the Maritime Administration excluding tankers as of Mar. 31, 1952*

[Includes information received through April 2, 1952]

Charters approved by MA under Merchant Ship Sales Act of 1946, as amended, foreign and/or domestic trade																	General agency agreement					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Name of company	Liberty types	Passenger types	Reefers	C1-M-AV1	C1-A and C1-B	C3	VC2-S-AP2	VC2-S-AP3 and AP4	N-3	Employment: Berth	Employment: MSA	Employment: MSTS	Number vessels under MA BB	Vessels allocated but not delivered	Total number allocated and/or delivered	Number approved by office of comptroller	Active: MSA	Active: MSTS	Inactive (pending operation, sale, or lay-up)	GAA total	Privately owned United States flag (excluding tankers)	Grand total (column 14, 21, and 22
Alaska Steamship Co																18	7	6		13	9	22
Alcoa Steamship Co., Inc																	12	4		16	16	32
American Export Lines							2	1		2		1	3		3	71	4	5		9	30	42
American Foreign Steamship Corp								2				2	2		2	5	8	3		11	4	17
American Hawaiian Steamship Co							2					2	2		2	(1)	10	5		15	7	24
American Mail Line							2	2				4	4		4	11	7	5		12	9	25
American Pacific Steamship Co							2					2	2		2	2					3	5
American President Lines		2	2				2	3		6		3	9		9	19	8	9		17	17	43
Arrow Steamship Co																	5	2		7	2	9
Blidberg Rothchild Co., Inc																4	6	3		9	2	11
Bloomfield Steamship Corp																	7	5		12	8	20
Boise Griffin Agencies Corp																	1	1		2	1	3
Bull, A. H. Steamship Co																50	8	3		11	18	29
Burbank & Co., A. L																2	5	3		8	1	9
Coastwise Line							1					1	1		1	7	8	6		14	2	17
Diehmann, Wright & Pugh, Inc							1					1	1		1	3	8	3		11	1	13
Dolphin Steamship Co. (Del.)							1					1	1		1	2					4	5
Eastern Steamship Lines, Inc							1					1	1		1	10	11			11	3	15
Farrell Lines																5	7	4		11	16	27
General Steamship Corp																	8	2		10	1	11
Grace Line, Inc				4						4			4		4	50	11	1		12	23	39
Isbrandtsen Co., Inc							1			1			1		1	3					14	15
Isthmian Steamship Co																50	6	1		7	27	34
Luckenbach Steamship Co																6	2			2	17	19
Luckenbach Gulf Steamship Co																	7	2		9	None	9
Lykes Bros. Steamship Co., Inc	1						13	1		11		4	15		15	50	11	6		17	54	86

Marine Transport Lines & Marine Navigation Co.							2	3				5	5		5	5					5	10
Matson Navigation Co.																20	5	4		9	19	28
Mississippi Shipping Co.					2		3			3		2	5		5	20	9	8		17	14	36
Moore-McCormack Lines, Inc.							1			1			1		1	12	10	7		17	35	53
New York & Cuba Mail Steamship Co.							1	1				2	2		2	13	7	2		9	6	17
North American Shipping & Trading Co.								1				1	1		1	1					3	4
North Atlantic & Gulf Steamship Co.																8	6	1		7	1	8
Olympic Steamship Co.							1					1	1		1	2	8	2		10	1	12
Orion Shipping & Trading Co.								1				1	1		1	7	4	3		7	None	8
Pacific Atlantic Steamship Co.							5					5	5		5	(2)	4	8		12	4	21
Pacific Far East Line			7				3	2		10		2	12		12	37	10	8		18	8	38
Pacific Transport Line							2					2	2		2	9	8	4		12	5	19
Polarus Steamship Co.							1	1				2	2		2	5	9	2		11	None	13
Pope & Talbot, Inc.							2					2	2		2	(2)	10	3		13	6	21
Prudential Steamship Corp.							2			2			2		2	3	9	1		10	1	13
Seas Shipping Co.																	6			6	12	18
Shepard Shipping Co.																2	7	3		10	1	11
South Atlantic Steamship Line							5			2		3	5		5	10	10	6		16	4	25
States Marine Corp. of Delaware							2	1				3	3		3	13	7	8		15	14	32
Stockard Steamship Co.																20	7	3		10	1	11
T. J. Stevenson & Co.								1				1	1		1	4	7	4		11	2	14
Union Sulphur & Oil Corp.							1	2				3	3		3	15	8	2		10	3	16
United States Lines							1	1				2	2		2	51	9	10		19	47	68
United States Navigation Co.																1	2	3		5	2	7
W. R. Chamberlin & Co.																	1	3		4	1	5
Waterman Steamship Corp.																	13	4		17	37	54
Wessel Duval & Co.																4	6	2		8	1	9
West Coast Trans-Oceanic Steamship Co.							1					1	1		1	1	6	3		9	3	13
Total	1	2	9	4	2		61	23		42		60	102		102	581	355	[2] 183		538	525	1,165

[1] For number of vessels approved by Office of Comptroller see coastwise-intercoastal operations.
[2] Includes 6 vessels undergoing repairs prior to reactivation.

APPENDIX A.—*Tabulation of vessels operated by charterers and/or agents of the Maritime Administration excluding tankers as of Mar. 31, 1952*—Continued

[Includes information received through Apr. 2, 1952]

	Alaskan Service—Merchant Ship Sales Act of 1946																General agency agreement					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
										Employment							Active					
Name of company	Liberty types	Passenger types	Reefers	C1-M-AV1	C1-A and C1-B	C3	VC2-S-AP2	VC2-S-AP3 and AP4	N-3	Berth	MSA	MSTS	Number vessels under MA BB	Vessels allocated but not delivered	Total number allocated and/or delivered	Number approved by office of comptroller	MSA	MSTS	Inactive (pending operation, sale, or lay-up)	GAA total	Privately owned United States flag (excluding tankers)	Grand total (column 14, 21, and 22
Alaska Steamship Co.	2		2	6						10			10		10						[1] 9	10
Coastwise Line	3									3			3		3						[1] 2	3
Total	5		2	6						13			13		13						[1] 11	13
COASTWISE-INTERCOASTAL OPERATIONS—MERCHANT SHIP SALES ACT OF 1946																						
American Hawaiian Steamship Co.							6	1		7			7		7	34					[1] 7	7
Luckenbach Gulf Steamship Co.							3			3			3		3						None	3
Pacific Atlantic Steamship Co.	3									3			3		3	21					[1] 4	3
Pope & Talbot, Inc.	3									3			3		3	16					[1] 6	3
Total	6						9	1		16			16		16	[2] 71					[1] 45	16
PHILIPPINE REHABILITATION ACT OF 1946																						
Compania Maritima				4					2	6			6		6	6					None	6
Philippine Steam Navigation Co.				2						2			2		2	2					None	2
Total				6					2	8			8		8	8						8

MERCHANT MARINE ACT OF 1936 (AS AMENDED)																						
American President Lines						1				1			1		1						[1] 17	1
Moore-McCormack Lines, Inc.		3								3			3		3						[1] 35	3
Nicholson Universal Steamship Corp./T. H. Browning Steamship Co., Inc.[4]													1		1						3	4
Total		3				1				4			5		5						3	8
PUBLIC LAW 101 (77TH CONG.)																						
Cleveland Cliffs Steamship Co.[4]													5		5						14	19
N. Y., P. & N. R. R. Ferry Co.[5]													1		1						None	1
Total													6		6						14	20
Subtotal	12	5	11	16	2	1	70	24	2	83		60	[6] 150		[6] 150	710	355	[3] 183		538	542	1,230
Withdrawn but not yet redelivered							6	2				8	8		8							8
Grand total	12	5	11	16	2	1	64	22	2	83		52	[6] 142		[6] 142	710	355	[3] 183		538	542	1,222

[1] Excluded from all totals.
All vessels not approved for operations in coastwise or intercoastal operations.
[3] Includes 6 vessels undergoing repairs prior to reactivation.
[4] Great Lakes bulk carrier.
[5] Ferry service, Cape Charles and Norfolk.
[6] Includes 5 lakers and 1 ferry under Public Law 101 and 1 laker under Merchant Marine Act of 1936 (as amended).

APPENDIX A.—*Tabulation of vessels operated by charterers and/or agents of the Maritime Administration excluding tankers as of Mar. 31, 1952*—Continued

[Includes information received through Apr. 2, 1952]

	Company	Type
Vessels allocated but not delivered: None.		
Vessels withdrawn from charter but not yet redelivered:		
Tuskegee Victory	Orion Shipping & Trading Co	AP-3
Mayfield Victory	American Export Line	AP-2
Durango Victory	Pacific Atlantic Steamship Co	AP-2
Council Bluffs Victory	Pacific Transport Lines	AP-2
Greeley Victory	South Atlantic Steamship Co	AP-2
Wake Forest Victory	American Mail Line	AP-2
Kenyon Victory	States Marine Corp. (Del.)	AP-2
Gainesville Victory	American Mail Steamship Co	AP-3

Remarks	Previous report	Current report
Number of active approved charterers	39	39
Number of chartered vessels operating	169	150
Vessels allocated but not delivered	2	
Total number of vessels chartered	171	150
Vessels withdrawn but not redelivered	16	8
Number of vessels under GAA (inactive)	13	6
Number of vessels under GAA (active)	521	532
Total number of vessels under GAA	534	538

APPENDIX B.—*Summary of reserve fleet ships indicating general availability for reactivation*

	Totals in reserve fleet	Ships requiring higher reactivation expense	Ships authorized for sale	Over-age ships	Ships available for service at normal reactivation and repair expense
Commercial types:					
Liberty ships	1,027	80			947
Others	165	27	[1] 1	5	132
Total commercial types	1,192	107	1	5	1,079
Noncommercial types:					
Ex-naval and military auxiliaries	207	27	[2] 1	17	162
V4 tugs	46				46
Miscellaneous (cable ship, Coast Guard lightship, etc.).	4			2	2
Total noncommercial types	257	27	1	19	210
Grand total	1,449	134	2	24	1,289

[1] C4-S-B5 *Marine Star* sold for Great Lakes operations.
[2] EC2-S-C1 *Carina* (*David Davis*) sold for scrap.

APPENDIX C.—*Status of merchant ship sales to foreign countries, act of 1946, Mar. 31, 1952*

Countries	Number of vessels	Original mortgage	Principal collected		Vessels repossessed and mortgage notes canceled	Mortgages outstanding	Interest collected	
			Current quarter	Cumulative			Current quarter	Cumulative
Brazil	12	$6,242,400	$115,600.00	$1,523,200.00		$4,719,200.00	$28,167.24	$927,574.15
China	33	16,387,120	35,392.42	5,416,466.92	$3,112,000	7,858,653.08	73,887.62	1,639,040.09
Finland	3	1,167,520	87,880.00	715,580.00		451,940.00	5,384.26	127,727.67
France	98	56,036,250	385,700.00	15,455,650.00		40,580,600.00	215,954.48	7,948,362.31
Greece	100	41,298,000	2,331,611.47	15,594,850.00		25,703,150.00	393,226.86	5,823,548.61
Italy	123	65,222,110	1,320,450.00	19,205,890.00		46,016,220.00	252,777.21	8,877,827.97
Liberia (2 vessels transferred from Uruguay)	2	698,400	58,200.00	116,400.00		582,000.00	11,142.28	35,265.22
Netherlands	11	9,559,840	542,760.00	4,221,020.00		5,338,820.00	60,414.10	1,086,019.83
Norway	40	18,963,000	975,600.00	11,542,599.99		7,420,400.01	104,111.73	2,369,602.48
Peru	8	4,099,500	155,700.00	1,088,500.00		3,011,000.00	37,714.38	578,416.06
Philippines	4	2,081,480	120,393.76	516,361.28		1,565,118.72	29,335.28	240,182.69
Turkey	10	6,088,270	0	1,596,340.00		4,491,930.00	0	844,685.48
Uruguay:								
Original mortgage $1,855,540								
2 vessels transferred to Liberia 698,400								
	2	1,157,140	0	300,060.00		857,080.00	0	184,797.11
Total	446	229,001,030	6,129,287.65	77,292,918.19	[1] 3,112,000	148,596,111.81	1,212,115.44	30,683,049.67

[1] 4 vessels.

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